

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES NO. 110

日三廿六六年一十二月三日

TUESDAY, AUGUST 13, 1895.

二拜禮 號三十月八英港香

THIRTY DOLLARS
PER ANNUM.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,185,000
PAID-UP £68,500

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS—

For 12 Months..... 4 per cent.

" 6 " " 3 "

" 3 " " 2 "

DEPOSITS RENEWED ON OLD TERMS. JOHN THURBURN, Manager, Hongkong, Hongkong, and August, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months... 4 per cent.

" 6 " " 3 "

" 3 " " 2 "

T. F. SANSON, pro. Manager, Hongkong, Hongkong, 1st August, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital £10,000,000

Reserve Fund £5,500,000

Reserve Liability of Proprietors £10,000,000

COURT OF DIRECTORS:

I. KRAMER, Esq., Chairman.

Hon. A. M. CONACHER, Deputy Chairman.

Hon. J. J. Bell-Irving, S. C. Michaelson, Esq.

G. B. Doddell, Esq. D. R. Sassoan, Esq.

M. D. Ezekiel, Esq. N. A. Siebs, Esq.

R. M. Gray, Esq.

CHIEF MANAGER: H. T. JACKSON, Esq.

MANAGER: Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED

On Current Account at the rate of 2 per cent. per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, 10th August, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000

Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors—

D. Gilties, Esq. Chow Tung Shang, Esq.

H. Stolterfoht, Esq. Kwan Ho Chuen, Esq.

Chan Kit Shan, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed, 5 per cent.

Hongkong, 23rd October, 1895.

Amusements.

THEATRE ROYAL, CITY HALL,

M. R. G. G. BRADY begs to announce that he will give a

FAREWELL CONCERT,

IN AID OF THE FUNDS OF THE KOWLOON-INSTITUTE,

ON SATURDAY, 17TH AUGUST, 1895,

at 9 P.M. precisely.

Several Ladies and Gentlemen have kindly consented to assist.

TICKETS can be obtained at Messrs. KELLY & WALSH, on and after the 10th August.

PRICES..... \$2 & \$1.

Soldiers and Sailors, Half-price.

Hongkong, 6th August, 1895.

ORGANIC.

ZETLAND LODGE, LTD.

No. 1165, E.C.

A NECESSARY MEETING of the above LODGE will be held in the PHARMACOON'S HALL, Zetland Street, on THURSDAY, the 15th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 9th August, 1895.

PERSEVERANCE LODGE OF HONGKONG, No. 1165, E.C.

A REGULAR MEETING of the above LODGE will be held in the PHARMACOON'S HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 10th August, 1895.

INSURANCES.

TYphoon Insurance.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES and Others interested in HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at Moderate Rates. For Particulars, apply to

W. MACLEAN,
LOCAL MANAGER, Hongkong Branch,
Connaught House,
Queen's Road Central,
Hongkong, 1st July, 1895.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Hongkong, 28th May, 1895.

NOTICE.

THE PO ON MARINE INSURANCE AND GODOWN COMPANY, LIMITED.

CAPITAL—EIGHT HUNDRED THOUSAND DOLLARS (\$800,000).

BOARD OF DIRECTORS:
Chu Sip Chuen, Esq., of Messrs. Chu Kwong Jan.

Un Ol Ü, Esq., of Messrs. Kung Yuen.
Lau Cheuk Hin, Esq., of Messrs. Kung Yuen.
Lo Shad Ü, Esq., of Messrs. Chu Yau Lan.
Chu Cheuk Kwan, Esq., of Messrs. Tang Kee Hong.

Head Office—No. 186, Wing Lok Street.

UN LAI CHUEN,
Secretary.

Hongkong, 10th August, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG PAT,

Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 13th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TAELS 600,000

EQUAL TO \$833,333.33.

RESERVE FUND..... \$318,000.00

BOARD OF DIRECTORS:
Lee Sing, Esq. LO YUK MOON, Esq.

Lou Tso Shun, Esq.

MANAGER: KO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1895.

Intimations.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, QUEEN'S ROAD CENTRAL.



ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE COMPOSITION (Tack Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.

ALL GOODS BEARING TRADE MARK GUARANTEED.

Hongkong, 25th February, 1895.

1895.

(1)

KELLY & WALSH, LTD.

THREE CELEBRATED BOOKS.

PEOPLES & POLITICS OF THE FAR EAST, BY HENRY NORMAN.

TRILBY, BY GEO. DU MAURIER. CHEAP EDITION.

HEAVENLY TWINS, BY SARAH GRAND. CHEAP EDITION!!!

KELLY & WALSH, LIMITED.

Hongkong, 31st July, 1895.

(1)

FOR SALE.

G. H. MUMM & CO'S CHAMPAGNE.

In cases of 2 doz. flints..... \$35 per case.

do 1 " quarts..... \$33

SPEWAN & CO., Agents.

Hongkong, 13th May, 1895.

(1)

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG.

A. B. C. Code.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,

MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

(1)

BOARD AND RESIDENCE AT THE H.K. HOTEL FROM

605 PER MONTH UPWARDS.

EX P. & O. S. "ADEN."

SPARKLING WHITE BURGUNDY.

THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 13, 1895.

TO-DAY'S
ADVERTISEMENTS.

NOW READY!

A PAMPHLET
containing Special Telegrams and the Latest
Information respecting the
KUCHENG MASSACRE,
including a full and carefully revised report of
the proceedings at the
GREAT INDIGNATION MEETING
held in the Theatre Royal, City Hall, at noon
on the 8th instant,
The Opinions of the Shanghai Press, and a
Description of Kucheng.
Orders for Copies of this Pamphlet,
PRICE 50 CENTS PER COPY,
will receive the prompt attention of

THE MANAGER,
"The Hongkong Telegraph" Office,
No. 6, Pedder's Hill, Hongkong.

No. 3.—Copies will be forwarded for residents of Canton and Macao to any address in the United Kingdom respecting which the Manager receives orders on or before 5 P.M. of the 14th instant.

As only a limited number of copies can be published it is desirable that to avoid disappointment orders be sent in as soon as possible.

Hongkong, 12th August, 1895.

CUSTOMS NOTIFICATION.

No. 64.

NOTICE is hereby given that FRIDAY, the 16th instant (6TH MOON, 26TH DAY), being the BIRTHDAY OF HIS MAJESTY THE EMPEROR OF CHINA, will be observed as a HOLIDAY at the KOWLOON CUSTOMS OFFICE, OPIUM EXAMINATION OFFICE AND STATIONS.

All Examination of Cargo and Clearances of Junks will be suspended on that date.

H. M. HILLIER,
Acting Commissioner of Customs
for Kowloon and District.

Custom House,
Kowloon, 13th August, 1895.

[1029]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENSIN.

THE Steamship
"KWEIYANG."

Captain Dawson, will be despatched on THURSDAY, the 15th instant, at Daylight.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th August, 1895.

[1020]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship
"SPONDULIS,"

Captain Griffith, will be despatched as above
on or about the 18th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 13th August, 1895.

[1014]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
"WINGSANG,"

Captain J. Young, will be despatched as above
on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th August, 1895.

[1003]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"BENALDER,"

Captain Thomson, will call at this Port on or
about 23d instant, if sufficient inducement offer.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th August, 1895.

[1006]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship
"NESTOR,"

Captain Assault, will be despatched on WEDNESDAY, the 28th instant, at Daylight.

Rate of Freight on Matting and General Cargo
5/- per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 13th August, 1895.

[1004]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "CARMARTHENSHIRE,"
FROM HAMBURG, ANTWERP,
MIDDLESBRO., LONDON AND STRAITS.

CONSIGNEES of Goods are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivered may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 20th instant, will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 30th
instant, they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 13th August, 1895.

[1003]

TO LET.

DWELLING HOUSES—
HOUSES IN RIFTON TERRACE,
SECOND FLOOR of No. 1 and
GROUND FLOOR of No. 2 BLUE
BUILDING,
No. 5, KNUTSFORD TERRACE,
KOWLOON.

OFFICES—
FIRST FLOOR No. 7, PRAYA
CENTRAL, lately occupied by
Messrs. HOLLIDAY, WISE & Co.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.

Hongkong, 13th August, 1895.

[1007]

To-day's Advertisements.

NOW READY!

A PAMPHLET
containing Special Telegrams and the Latest
Information respecting the

KUCHENG MASSACRE,
including a full and carefully revised report of
the proceedings at the

GREAT INDIGNATION MEETING
held in the Theatre Royal, City Hall, at noon
on the 8th instant,

The Opinions of the Shanghai Press, and a
Description of Kucheng.

Orders for Copies of this Pamphlet,
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Hongkong, 12th August, 1895.

BIRTHS.

At Chefoo, on the 3rd instant, the wife of E. H. GOLY, of a son.

On the 6th instant, at Park Villa, Institution Hill, Singapore, the wife of J. P. KILGOUR, of a son.

DEATHS.

At Hangchow, China, on the 1st instant, Miss HELEN KIRKLAND, of the American Southern Presbyterian Mission, in her sixtieth year of her age.

On Sunday, the 4th inst., at 11 a.m., Wilkie Road, Singapore, THEODOORA, the loving wife of Mr. J. S. G. Gough.

At Kinkiang, on the 4th instant, JAMES CHARLES, aged 40 years.

At Hankow, on the 6th instant, after a few days' illness, RUSSELL STOKES, of the Imperial Maritime Customs Service, aged 41 years.

At Shanghai, on the 8th instant, JAMES, the beloved wife of W. HARDIE, Chief Engineer steamer *Taiping*, aged 48 years.

At Shanghai, on the 9th of instant, HENRY HEGNAUER, aged 37 years.

At the Magistracy to-day, a Chinese cook in the employ of Mr. A. Stoopni was sentenced to 6 months' hard labour for assaulting his employer.

It is reported in Japan that the Russian Minister in Seoul has intimated to the Korean authorities that shortly the revision of the treaty between Russia and Korea will be demanded, as the term of its validity is about to expire.

LETTERS dated Seoul the 23rd ult. report that the Duke of Abruzzi arrived at Chemulpo on the morning of the 22nd ultimo by the *Christoforo Colombo*, together with the Italian Minister to Peking. He went up to Seoul at once, and lodged at the British Legation. The Duke was granted audience by the King the same day.

Mr. J. A. D. Heaton, whose death from cholera is reported from Rangoon, was a son of Mr. J. Henklein Heaton, M.P., of Imperial penny postage fame. The young barrister, who was popular and successful, had an adventurous career before settling down in Rangoon eight years ago. He was Registrar of the Diocese Rangoon, and had lately received the honorary degree of LL.D., from Cambridge.

LOOKING AHEAD. According to a Japanese contemporary a French painter lately reached Japan with a letter of introduction from Mr. Soue, Japanese Minister to France, addressed to Mr. Kaneko, Vice-Minister of Agriculture and Commerce. His visit is connected with a great panorama, which will form one of the attractions of the World's Fair in France in 1900. In this panorama pictures of the various capitals and customs of the world will be shown. He there wishes to obtain some good views of Japan. Mr. Kaneko is said to have promised him assistance. The French artist has brought a picture of the Japan-China war measuring 12 ft. by 24 and through the efforts of Mr. Kaneko is now arranging to exhibit it in the late Engineering College at Toraizomon, Tokio.

KUCHENG MASSACRE NOTES.

THE PROPOSED COMMISSION.

REPORT 100 BRAVES!

In reply to their telegram to Sir Nicholas O'Connor, published in these columns a day or two ago, the Shanghai branch of the China Association received on the 6th instant from Mr. George Jameson, British Acting Consul-General, the following despatch:

"I have received a telegram from Her Majesty's Minister in Peking requesting me to convey through the China Association his profound sympathy with the relatives and friends of the British subjects foully murdered at Kucheng."

"I am also directed to inform the Association that Her Majesty's Consul at Foochow has been instructed to proceed at once under military escort to the scene of the outrage to hold an enquiry with a view to the prompt punishment of the culprits concerned, high or low, and such satisfaction as is now possible, and that an Imperial proclamation decreeing capital punishment on all the guilty will be issued forthwith."

"I am to add that the Chingtao Commission of Inquiry will be held as soon as possible. The general scope of this inquiry will be gathered from the following extract from the instructions addressed by H.M.'s Minister to Acting Consul Tratman who will represent British and American interests at the inquiry."

ORDERS OF THE DAY:

1. First reading of a Bill entitled *The Return Steamers Ordinance*.

2. First reading of a Bill entitled *An Ordinance to prohibit the despatch or chopping of British Dollars*.

3. First reading of a Bill entitled *An Ordinance to amend The Trade Marks Ordinances (No. 16 of 1878 and 8 of 1890)*.

4. Second reading of the Bill entitled *An Ordinance to repeal Ordinance No. 1 of 1864 entitled "An Ordinance to provide for conversion of British currency in all payments by or to the Government"*.

MR. MOTODA HAJIM, a prominent National Unionist member of the Japanese Diet, contemplates introducing next session, a Bill for prohibiting the export of coal. According to the opinion of some experts, among others Mr. Wade Tanashiro, formerly Director of the Imperial Mining Bureau, should the coal mines of Japan be worked at the present rate, the supply will be entirely exhausted in forty-six years. Such a result would be a fatal blow to the growth of Japanese industry, and hence Mr. Motoda proposes to stop the export of coal altogether. At present about 65 million tons of coal are yearly exported. The *Japan Herald* thinks that Mr. Motoda is wise in his generation, in taking the step he proposes; it has always appeared to us to be a mistake which the British are making, in permitting the unfeasted export of coal,—only another name for power. The mineral does not reproduce itself, and a time must arrive when the British coal fields shall be exhausted. Except for the use of our own ships, coal should be prohibited article of export; a duty sufficiently high should be placed upon them to greatly lessen their being supplied to other nations, in enormous quantities, year after year, as is now the case.

ANTI-ENGLISH FEELING IN GERMANY.

A strong anti-English feeling is at the moment displayed by the German Press, which accused Great Britain of frustrating German colonial aspirations.

REUTER'S TELEGRAMS.

GREAT BRITAIN, EGYPT AND THE POWERS.

LONDON, August 13th.

It is stated in St. Petersburg that the Egyptian question will be discussed at the opening of the French Parliament and an attempt made to obtain the evacuation of the country by the British by the united diplomatic action of France, Russia and Turkey; the support of Germany is also hoped for.

THE DISASTROUS TYPHOON IN JAPAN.

TOKIO, August 13th.

The Governor of Fukai prefecture rep. that the typhoon of 24th ultimo w. ecked 100 hour in Tsuruga-gori and that the damage done to the Tsuruga railway is so great that some time will elapse before the line is again in working order. In the town of Fukai over 5000 houses were inundated, and 23 houses and godowns collapsed.

REINFORCEMENTS FOR FORMOSA.

TOKIO, August 13th.

Reinforcements for the Japanese army in Formosa have been ordered to proceed from Kucheng, Chin. The additional forces number some 45,000; about 25,000 military coolies will accompany them.

SEED LISTS.

HINTS FOR GARDENING

have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place, for repeat sowings.

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THE HONGKONG TELEGRAPH, TUESDAY, AUGUST 13, 1895.

Canton is empty; that is to say the majority of the fair sex, whom Canton of course boasts the fairest and the best, in the world, have deserted us for Hongkong hills and dales and other supposed salubrious resorts. Lucky Hongkong, miserable Canton! But is not Canton good enough for them? As far as climate concerned, I can assert from experience, that Canton enjoys the most delightful summer temperature on the whole coast. The thermometer rarely goes over 92 deg., and there is always a cool breeze by night and by day.

We were visited by the tail end of a typhoon the other day. It did no harm except to the tennis court fence.

For a few days during the recent riots, ladies ran imminent risk of being robbed and otherwise maltreated by the ruffians lurking around, but happily none of the Shamenites were hurt, and now the "Crusaders" appear to have sought other and possibly safe quarters in the interior.

JOURNALISTIC AMENITIES.

ABOUT SUBSIDIES,
RANCOUR, THE "TRUE INWARDNESS" OF
HONGKONG NEWSPAPERISM, ETC.

In a leading article recently the *Daily Press* appealed to the conductors of newspapers in the East "to keep their private animosities to themselves" and in so doing observed that "the Japanese papers have long been notorious for the personal rancour with which they are conducted," etc. This was a wee bit too stiff for the *Yao* in *Herald* which on the 3rd instant returned the compliment in the following manner:

Prior to the removal of the late Mr. Fraser-Smith from his earthly tribulations, there was probably no place in the East in which personalities were indulged in to a larger extent than in Hongkong; though the policy of the *Daily Press* was to take refuge in silence, that paper being rather recognised as possessing grand-motherly attributes, than renowned for any fighting propensities. We observe that it has been indulging in a mild sort of homily, in which it purports to make what it calls an "appeal" to the conductors of the newspapers in the East "to keep their private animosities to themselves," and proceeds to observe that the Japanese papers, more especially those of Yokohama,

"have long been notorious for the personal rancour with which they are conducted." One of the latest instances occurs in a review of the *Yao* in *Herald*, which gives the feeling of the Irish towards England, expressed in many ways. The most prominent local instance is that of a Tokio journalist who has gone to the extreme of writing to the Englishmen in Japan the greatest injury they could possibly inflict, and exists in anticipation of the destruction of their industries.

And finally says that the editor of the *Gazette* should "allow his professional jealousy to run away with his pen." This all reads very goody-goodyish, but it is so entirely wide of the mark, that after the revelations which have been made with respect to the position occupied by the *Yao* in *Mall* amongst the foreign journals, published in Japan, it is surprising that the writer of this editorial twaddle in the *Daily Press* has no better understanding of the situation than the singularly obtuse one which he seems to entertain,—we say "seems" advisedly. Let us see if we cannot, by comparison ideally bring it home to him, perhaps he will then be able to comprehend the situation. Supposing the Government of Hongkong had the disposal of secret service funds, and were to supply say either the *Hongkong Telegraph* or the *China Mail* with special news and subsidy, to while up the Government and to write down the independent press of the Colony, though possessed of no other motive than to tell the truth. Then, perhaps, the *Daily Press*, if possessed of courage and sufficient capacity to fight effectively, would be strong in making reprisals on public grounds, as here, not on personal ones, as he affects to think. If, then, the journals in Japan chose, as the *Daily Press* does, to ignore or be wilfully blind to a fact which in process of time would become as notorious as the illicit relations to the Government of the *Yao* in *Mall* we here, and chose to play to unenlightened, or, rather shall we not say, so perverse a part, as the *Daily Press* does not appear to be ashamed of doing, then they might, d'la Stiggins, metaphorically roll up the whites of their eyes with a sort of affected holy horror at the rancour exhibited by the Hongkong press; but such journals would prove thereby that they were either as ignorant of the "true inwardness" of newspaperism in Hongkong, or show that they are as much disposed to wink at corruption as the *Daily Press* exhibits itself to be with respect to the *Yao* in *Mall*. Why the attacks upon the latter should continue, are sufficiently explained by the fact that as long as its improper relations continue to be what they are, no censure is likely, or ought to take place; either in the interest of truth, or of the press generally, since the hope exists that in the long run, the Government of Japan may be induced to purge itself of its organ, and resolve to live cleanly ever after. If it does not, then so much the worse for it will it be.

BISHOP BURDON ON MISSIONARY WORK AND THE KUCHENG MASSACRE.

The Right Reverend Bishop Burdon writes to our morning contemporary as follows:

Sir.—The sentence in my speech at the investigation meeting, which you criticise, was brought out on the spur of the moment and was unhappily not properly guarded. What I wished to say was that I did not believe that any one in the room would deliberately act to work to write a treatise against Christianity "a civilising agency." At the moment I recognised the omission, but in a speech it is difficult to stop to mend one's utterances.

Archdeacon Wolfe, in a letter dated 6th August, just received, says that the cause of the sudden attack is supposed to be as follows:—A man was murdered in the district in one of the village feuds and the magistrate went to investigate the case and apprehend the murderer. The latter belonged to the Vegetarian Society, which at once came to the rescue of a member of their party and drove off the magistrate and his police. On this the magistrate sent to Foochow for help and the Viceroy ordered up about 150 soldiers. The Vegetarians seeing this assembled in their thousands and determined to fight and resist the soldiers; but they decided first to kill all the foreigners at Hwai-sang (a high mountainous region about 12 miles from Kucheng, where all the missionaries were taking shelter from the dreadful heat of the plateau), as they suspected the foreigners of having been the means of bringing up the soldiers from Foochow. This is the reason given by the magistrate, and it is the common belief of the people.

The Archdeacon further adds that the native clergymen at Kucheng found out the intention of the Vegetarians to kill the foreigners the night before the murder and sent off a messenger to inform Mr. Stewart, but he probably lingered on the way, as he did not arrive in time to give warning. It seems the Vegetarians slept up the mountain during the night and waited till daybreak to do their savage work.

J. S. BURDON,
Bishop.

Hongkong, 12th August, 1895.

THE MERCHANT SHIPPING ACT AND MASTERS.

Captain Dewar of the British steamer *Straits of Sunda* writes as follows to the *Kolo Chronicle* in reference to a fire of £5 imposed upon him by the British Consul, for leaving two fixtures behind him in Kobe.

SIR.—The article in your issue of the 21st ultimo in respect to "The Merchant Shipping Act and Masters," directing attention to my own case, contains some very well-placed comments on the position ship owners may find themselves in under certain contingencies, and before chartering their vessels for service in the Far East they will do well to make them a subject of consideration before entering into contracts which may lead to complications and liabilities little expected. It would also be advisable for them to be acquainted with the provisions of the Merchant Shipping Act of 1894, or, like myself, they may find to their cost that "a little learning is a dangerous thing." A fine of £5 and costs may seem a very nominal sum to a highly paid official in the British Service, but from the shipmaster's point of view it is likely to assume a very different magnitude. He has generally to do something for it before he earns £5.

However, putting all that on one side, I may say for myself that I have never seen the Merchant Shipping Act of 1894, and I question if I would receive much enlightenment by its perusal, especially if it is like those which have preceded it. There have been so many amendments on that of 1854, inserting and repealing of sections, that, like the Ishman's round towers, they seem constructed only to puzzle posterity. I know at least that I feel quite mystified when I try to read them up. I realise that, like the policeman, "my lot is not a happy one"; fines and imprisonment dangle before my eyes and get on to my very brain, so that I generally finish up the extract with a sore head and a bad nightmare afterwards. Doubtless many persons are superior to all this. But it is nevertheless very severe on an over-anxious earnest individual like myself, who is desirous of doing at all times what is right and proper according to his lights.

Indeed I am not clear in my mind yet as to what I was really fined for; I know from my summons that I was charged with leaving two men behind at Hyogo on the 22nd of June last; there was no other charge whatever mentioned in the document. I also know that I did not leave Hyogo on the 22nd of June, and that myself and ship were still in Hyogo on the 23rd of June, yet I have been disgruntled with a Consular endorsement in my Official Log to the effect that "John Dewar was yesterday consisted in H.M.'s Court for Hyogo and Osaka of two contraventions of Sections 188 and 220 of 57 and 58 Vict. c. 66 and ordered to pay a fine of £5 and costs." Can you tell me, Mr. Editor, which of the contraventions bears relation to the single offence I was charged with? It seems to me that I have been tried and convicted for two offences, whereas I was only charged before the Court with one according to the reading of my summons. If in some future article you would kindly deal with which is which in this matter, I am sure the information would be much appreciated by the shipmasters visiting Kobe, as circumstances repeat themselves, and my case to-day may be another to-morrow. Personally I feel as if I had really paid £5 and costs for the information, and naturally feel a little sore at being unable to grasp it. In your report of the case (for the Court has declined to give me a certified copy of the proceedings), it is indicated that I ought to have reported the matter to the Consul at Hakodate or Yokohama. Would that have saved my £5 had I done so at Yokohama? If so why not Kobe also, where I did report the men on my return? I half expected to find the men waiting for me at Hakodate, as these men have a wonderful knack of moving about when they are desirous of doing so. They were not deserters and I could not report them as such; it never occurred to me that any Consular officer would consent to make such an endorsement under the circumstances. The men's half-pay was still being paid to their families in Scotland, although they themselves were absent from the ship without leave and ceased for the time to earn wages, and their places were kept vacant until the ship's return to Kobe. My telegram from Tsuwo may make it appear as if I had at that time thought otherwise, but allowance must be made for a little honest resentment at the men's conduct; I indeed was desirous of making them realise that the "way of the transgressor is hard" and had no desire to make their spirits too pleasant for them, in case it should prove infectious and be repeated by others. At the same time I felt sure the men would be provided for and return to the ship on her arrival in Kobe.

I note also in the report that Mr. Enslie assumes the men to have committed an act of treason, yet Lord Chief Justice Tenterden in one of his decisions says that to be a deserter a man must either leave the ship expressing his intention to do so, or leave the ship taking his effects with him, so that no reasonable doubt can remain regarding his intention to desert; a man absenting himself from the ship without leave, and perhaps being prevented from returning, or being unable to return, cannot be construed into a deserter. Consequently having such a high authority to quote from, it is in no way surprising that an ordinary shipmaster should be influenced by the deductions therewith. Another high legal authority enjoins a shipmaster when in doubt or difficulty to follow the dictates of common sense, and act as a prudent man should do, and comfort him with the assurance that, if he does this, the "laws of the land will support him." For nearly 27 years of active command I have endeavoured to follow this course, which must have stood me in good stead, as this has been my "first offence." His Honour took this fact into account when he pronounced judgment and tempered it with mercy, only fixing £5 and costs, when as he said, the full penalty for my offence was six months' imprisonment or £100 fine. In all these 27 years I have run clear of contraventions to the best of my knowledge and belief, and in any case I know that I have never been convicted before. It appears to me to think how near I may have been without in the least knowing it. To be convicted seems to me a harsh word and gives me the shivers; its relation to convict makes me think of striped garters and broad arrows and those gallant heroes of bygone times who used to cruise "On the Account" under the black flag, except the "Jolly Roger" and doing all sorts of wicked things.

Very most of us have reason to be thankful for the many narrow escapes we have had without our knowing anything about them. And now, Mr. Editor, I have nearly finished, but before doing so I must express the hope that many of your issues will reach the Shipping Exchanges of Great Britain, as it is only from the newspapers published at the large shipping ports abroad that shipowners can get any real knowledge of where the shoe pinches them; they know they are not to great extent with their men at times, which they are apt to attribute to the degeneracy of the British seamen in general. In my opinion this is quite an erroneous conclusion, as there are no better, fitter, or seaman in the world than our own countrymen when properly treated, which does not mean coddling or pampering them to act according to their own sweet wills as to when their ship is to go to sea; this is to go to sea, or indeed if she is to go to sea at all. If the British Mercantile Marine is to continue to hold the high position in the commercial navies of the world which it has held

hitherto, this is really a serious matter for the whole nation; something will have to be done. There are more than shipowners affected by the present state of affairs, and the time is perhaps not so very far off when the position will be more fully realised. It may be interesting to take note for a short time of the interpretation Jack himself will put on British merchant shipping-law, as my experience of it has doubtless been much discussed among crews in the harbour. I know sailors and firemen pretty well, and if once they have taken an idea into their heads they soon act upon it. One thing is certain, that if they get the fancy that the ship must wait for them until the "Old Man" regards their absence at the Consulate it may be taken that their speeches will be both numerous and extended, demoralising and degrading to themselves, annoying and humiliating to the Masters—in fact altogether a worry and anxiety to all interested in shipping matters.

Yours, &c., JOHN DEVAR,
Master, S.S. *Straits of Sunda*.
Onomichi, Japan, 1st August, 1895.

WHAT RUSSIA WILL GAIN.

The St. Petersburg correspondent of the *New York Herald* has recently been busy interviewing diplomats and others in the Russian capital from whom he hoped to obtain "side-lights" on the Russo-Chinese £16,000,000 loan, and the following interesting report is the result of his investigations:

Not for a long time has St. Petersburg had so many big financiers gathered together as are here just now. Foreigners all—representatives of the Banque de Commerce, Hollandsche Bank Credit Lyonnais, &c. They have gathered here to arrange for the £16,000,000 which Russia is about to receive.

Russia is guaranteeing China a loan of £16,000,000 at a moment when Russia herself is greatly in need of money for the completion of her various railroad schemes, more especially that great and vital artery of communication, the Siberian Railroad. What is Russia going to get in return, by way of compensation?

"What?"

I have applied for an answer to that question to a certain number of distinguished persons, and trust call upon you to accept assurance that they are of those among the most capable and interested in the question. Their positions forbid their names being mentioned, or even hinted at.

The first, a distinguished diplomatist, said:—"We may be perfectly sure that Russia is not guaranteeing this loan on account of the good looks of the Chinese, or for any sentimental reason. I know this, however, that the Russian government totally denies that it is going, in consequence of its action in the matter, to obtain any concessions whatsoever."

"And the Chinese that it is going to grant any, is it not?"

"Yes, we understand so."

"Chins, you think, will accept the loan?"

Considerable doubt had been thrown upon this question by another personage whom I had seen.

"With negotiations having gone so far, I do not see how she can do otherwise. But the question is one which is full of complications, which many people who look at it superficially do not realize."

"In the first place you must bear in mind that the Chinese asked for a loan of £35,000,000. Now here is only sixteen millions, leaving another nineteen millions to be provided for."

How is China going to get the rest of the money she needs? This sixteen millions she gets on the most advantageous terms. It will be what is known as a first mortgage loan, and, as usual with such loans, guaranteed on Customs duties. Then what will there be left as guarantees when it comes to a question of raising the second and larger loan? Why, she will not possibly get the money under eight per cent."

"But does Russia—that is to say—is there any serious feeling among the Russians of trying to take India for Russia?"

"Not the least. Russia does not want India, but she does not care to have the English there. If we Russians ever took India from the English it would be given back to the people to whom it belongs. Russia would be the liberator, just as she has been in other countries—in Bulgaria and so forth."

"That is another English scheme into which she seeks to draw us. That is what the feeling here is. We don't want to have anything to do with it."

"At the present time the feeling in Russia toward France is warmer and more cordial than ever. It is shown in thousands of ways. We find the Czar sending presents to France, the Grand Dukes going out of their way to send their photographs, signed, to prominent people in France, writing letters to enthusiastic Frenchmen who keep sending souvenirs. I know of the most interesting correspondence which is going on between a Grand Duchess and a Frenchman whom she has never seen. He sent her a present from pure patriotism. She wrote him a letter, also from pure patriotism, in return, and thus a patriotic correspondence, overflowing with patriotic enthusiasm regarding the Franco-Russian union, has been going on for years."

I have read one of the most eloquent letters from a French soldier to a young Russian girl, who had written to him. He had originally sent her a flower from Toulouse. He says that her letter shall, so long as he has life, never leave him. Her letter has, he says, been regarded by himself and his fellow soldiers, as a most precious souvenir, as coming from a daughter of the country so beloved by the French. And it ends up:—"Send you a most respectful brotherly kiss." But, in truth, the amount of patriotic correspondence of all kinds which is going on between Russia and France together is the spontaneous outburst of the feelings of the peoples. Those who cast any doubt upon it are completely in the wrong, wilfully or not, as the case may be.

"Russia has no love for the Germans. She supported—unfortunately—Germany in the war of 1870, because that war was announced as being directed against Napoleon III, personally; but when it came to be a question of Germany making war again on France then Russia said 'No!' We are well aware that there are many German officers who do not trouble to conceal their desire to cross the Russian frontier and try conclusions with us. Let them try! And let me tell you that if the Germans boast of their strength, we shall be ready to meet them at the frontiers and think they could make an example of us and beat our soldiers, there are just as many Russian officers, as keen as men can be—and they are made for fighting and who live for nothing else—whose greatest anxiety and ambition in life is to allow water to be given to the German fleet. The Germans taste a little of the Russian meat which they affect to despise. Let them beware when that time comes!"

"In my opinion the Japanese question is the enormous issue that are at stake as regards our country. Have they dreamt that the fact of Japan or any other country occupying the mainland would forever destroy the one hope of obtaining a port which Russia has cherished for so long? Do they realise that the enormous expenditure of life and money which the building of the Siberian railroad has cost would be almost thrown away were Japan to take Korea?"

"Have those who—and how many are there—look upon Russia, falsely, as an absorber and extorting annexer of countries, instead of, as she really is, liberator of the oppressed, considered that at the time being Russia is that in every sea she has?"

At this point he drew a pencil from his pocket and began sketching the outlines of a map of the scene of action of the last war. "You see here," he resumed rather excitedly, "suppose Japan had taken Korea and even kept it under her influence, she would have commanded the Korean Straits, and Russia would have found herself again, when her great dream, the Siberian Railroad, had been completed, in another closed sea, while the occupation of the Liaotung peninsula would

have entirely shut out any hopes of outlet in that direction. Now, could any one expect Russia to submit to that? I say no! not because she could not, and she never will. Let people understand that a little more and they will not be surprised that Russia should be so firm in the matter."

"And the question of the railroad crossing Manchuria?"

"If we could bring the road across Manchuria it would save a distance of one thousand versts in a country of the greatest engineering difficulties. If people would only take the trouble to understand it, Russia absolutely does not want any more territory. She has far too much territory if, as Russia makes any arrangement with China on that score it will be only for the upper part, from some distance south of the railroad course, embracing everything to the north."

"There have been many ideas. One of them—and I look upon those who advocate it as fools—is to lay the railroad, with the permission of China, directly to Port Arthur. That, to my mind, would be building a railroad for the sake of China to seize at any moment, more especially at a critical moment, and put it to their own uses."

"A port in Eastern waters, however, Russia must have."

"Where?"

"In Korea! And the harbour, Port Lesareff?"

"And the railroad—where would that go?"

"Simplest thing in the world," he replied. "For the matter of that, it need never touch Manchuria at all. If need be, it might be continued on the original course outlined and pass down right along the Korean coast to Port Lazareff. The port is not a good one, but it is not frozen over three months in the year, like Vladivostock."

"And, mind you," he said, as I was leaving, "I am one of those who consider that this last Russian political action, which appears to have given so much satisfaction in official circles and has been quoted as a strong policy, is nothing but a mere negative. It does not give comfort and strengthening. It will ease at once the most violent cough and will give both comfort and strength to the sufferer. It possesses the combined virtues of these popular remedies in their fullest form. Any Chemist can supply it."

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Captain R. Barton, will be despatched as above on THURSDAY, the 15th instant, at Noon, instead of as previously advertised.
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Hongkong, 12th August, 1895. [1076]

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Hongkong, 8th August, 1895. [1063]

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"TSINAN."
Captain Ramsey, will be despatched on THURSDAY, the 15th instant.
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Captain Stalker, will be despatched as above on SATURDAY, the 17th inst.,
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Hongkong, 10th August, 1895. [1082]

"SHIRE" LINE OF STEAMERS.
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Captain Davies, R.N.R., will be despatched for the above Ports on or about 20th August.
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Hongkong, 31st July, 1895. [1081]

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Hongkong, 8th August, 1895. [1022]

OCEAN STEAMSHIP COMPANY,
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"PYRRHUS."
Captain Batt, will be despatched as above on FRIDAY, the 23rd instant.
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Hongkong, 12th August, 1895. [1091]

"BEN" LINE OF STEAMERS.
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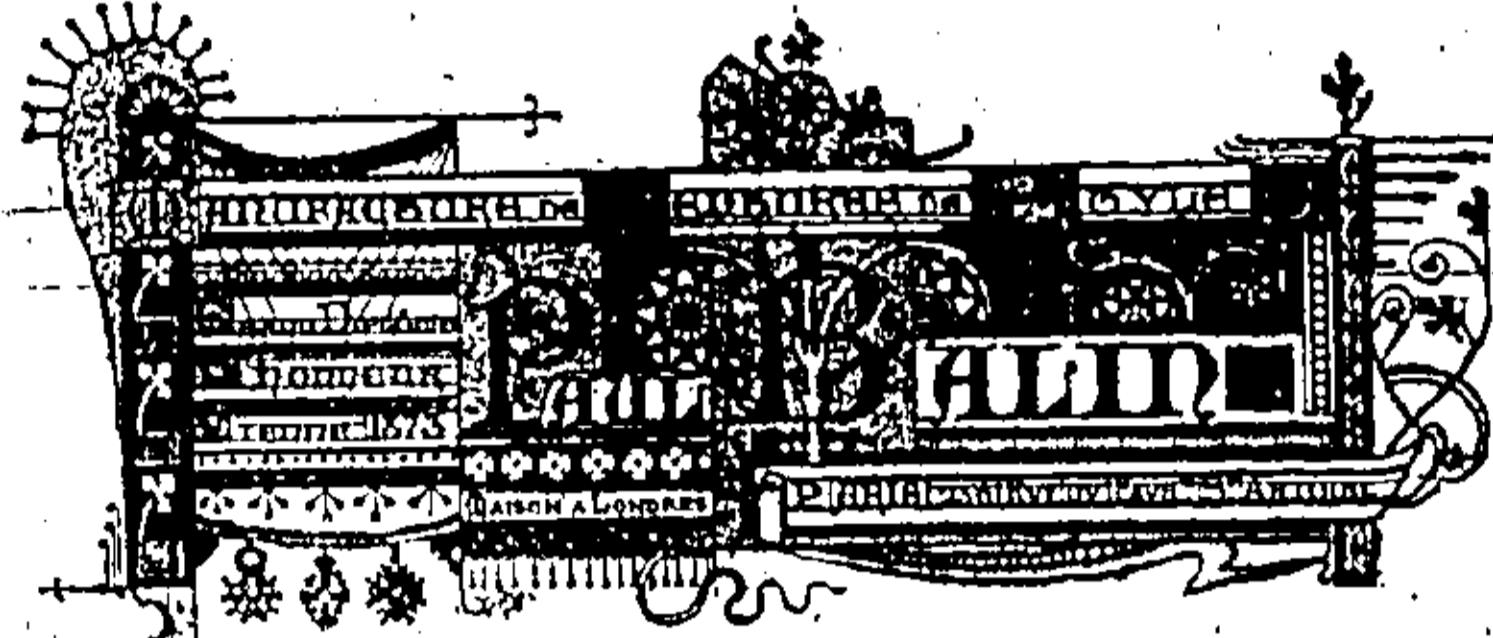
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Hongkong, 12th August, 1895. [1086]

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ARNHOLD, KARBERG & Co.,
Hongkong, 31st July, 1895. [1015]

FOR NEW YORK.

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"P. N. BLANCHARD,"
Blanchard, Master, shortly expected from JAVA, will load here for the above Port, and will have quick despatch.

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Hongkong, 31st July, 1895. [1016]

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THE Steamship

"STRATHFILLAN,"
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DODWELL, CARLILL & Co., Agents,
Hongkong, 10th August, 1895. [1078]

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EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 2nd October.

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Almora | Tuesday | 15th Oct.

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For further information as to Passage and Freight, apply to SHEWAN & Co., Agents, Hongkong, 15th July, 1895. [1024]

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Hongkong, 24th July, 1